

16th January 1866

5. It is, therefore, with no slight indignation that North Wynad will see itself despoiled of its share of the Rupees 60,000 per annum allotted to the Wynad plateau, by diversion of the grants for Periah Ghát and the road above it, to South and South-east Wynad, already more highly favored than it is. And it will be apt to impute this policy to its own connection with Bombay, and want of influence at Madras; especially since the formation of that large Company in South Wynad which has an almost exclusively Madras proprietary. The result will be a repetition of the same out-cry against the local Government, which was raised so strongly against it in North Canara, and ended in the annexation of that Province to Bombay.

6. I would, therefore, take the liberty, most respectfully, of deprecating any alienation of the grant for the Periah Ghát and drains above. Indeed, as Rupees 3,780 out of Rupees 7,000 were expended on the ghát works up to 31st October, which sum will probably have exceeded Rupees 5,000 by this time (whereof accurate report will follow), it is too late to attempt a diversion of its funds. I found 100 Coast Coolies and five Wudder gangs actively engaged on it when I passed down the new trace on 28th November; and I could not, in common fairness, turn them all adrift and break their contracts without notice. In a very few days more I hope to have the pleasure of submitting to Government the survey and estimate of the new ghát; in anticipation whereof I have the satisfaction to state that I have never been better pleased with any of the many similar works with which I have been connected, than with the manner in which this ghát has worked out. Government and the Planting community will never have cause to regret the decision of G. O. No. 3,264 of 15th November 1864, which sanctioned the undertaking. And I must give Mr. Nordmann the highest credit for the intelligence with which he has carried out my instructions given on the spot, and in successive notes on the Weekly Reports he used to send me of his progress with the trace.

7. Mr. Ballard was not wrong in asserting that carts might be going up and down the new Periah Ghát long before the Tambracherry Ghát could be opened. For three miles at the top the new ghát crosses the line of old one, and in these three miles four zig-zags and all the difficulties, and these not great, occur. Then a clear sweep of five miles leads to the new terminus, through ground of such easy soil and moderate cross section as I have never met with elsewhere. So that I am emboldened to offer an amendment on the proposal of Government; which is to divert the Imperial allotment of Rupees 6,000 for the drains on the road above (Government Order No. 2,352 of 14th August 1865) to the ghát itself, reserving the Income Tax allotment of Rupees 1,280 (Government Order No. 2,903 of 2nd October), whereof Rupees 580 were spent up to 31st October for the collection of materials already in hand. I have no doubt but that such action on the part of Government will meet with the entire approval of the Planters of North Wynad, as an alternative of the total loss of funds with which they were threatened. And if I am allowed to make arrangements for obtaining the necessary advances from private quarters (not exceeding from Rupees 5,000 to Rupees 10,000, re-payable in May from the Budget of 1866-67,) I will pledge myself, if the season continue to tolerably healthy, to have the line open for cart traffic to a minimum width of 12 feet before next monsoon. The restoration of through communication for carts between Cannanore and

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Mysore via Manantoddy which this one link will effect, will have a more immediate effect on the prosperity of Wynad than any other work that can be carried out in the same space of time.

From the Supervisor in charge of North Wynad Rangé, to the Superintending Engineer, 7th Division, dated Manantoddy, 25th November 1865, No. 73.

1. I have the honor, with reference to Government Order No. 3,471, of the 17th November 1865, paragraphs 7 and 8, to report as follows, on the amount of work done to the Terriote road, since the promulgation of Government Order No. 2,996, dated 18th October 1864.

2. I took charge of the North Wynad Range on the 30th November 1864, and found a small gang of about twenty Canarese coolies employed in throwing up approaches to minor bridges between Manantoddy and Terriote. Nothing else was going on along the line, nor indeed in the Range. The valuable months of September, October, and November had been wasted for me by my predecessors, without any arrangements having

This statement is corroborated by paragraphs 10 and 11 of the Sub-Engineer's Memorandum printed with Government Order No. 3,616 of 20th December 1864.
(Initialed) G. W. W.

been made for the work of the season, arrangements which must in this monsoonish country be inevitably made to prepare for the works to

be taken in hand, and failing which the work is simply thrown back by at least half a season, and besides thwarted in its smooth progress. I must mention that besides the gang of twenty, above referred to, I found no permanent gangs of laborers on the works, nor any arrangements made for procuring more coolies. I found no timber cut, sawn or even contracted for, no bricks or laterite stones, either ready or in course of preparation, no artisans at hand, and no chunam on the plateau. There was no petty establishment employed, and the only permanent Overseer, Mr. Potter, was new to the place and resourceless; and under these circumstances I found myself, a new comer, with a full year's work before me, and the feverish season close at hand.

3. The approaches to seventeen minor bridges, which had before been accessible only by sloping bamboo mats supported on pegs, were filled up with earth to the roadway level of the bridges, and made passable for carts. Several small timber bridges that were rotten, were renewed. The steep approaches to the Kudrapaudy river were cut down so as to make them accessible to carts. The road surface, beginning from the fifth mile from Manantoddy, as far as Terriote, or a distance of nine miles, was cleared of jungle, formed, barrelled and provided with a drain on the upper side, as also with open cross drains to lead the water off. The first five miles had not much done to them, because here the line was to be altered. The numerous earth slips which had blocked up the road, were all removed. Several embankments across swamps and paddy flats were raised to a uniform height, in some instances more than a yard. The bridges and culverts, most urgently required, viz., Nos. 1 to 15, were given out on contract to three different contractors, and for some of the culverts, Nos. 16 to 21, bricks were made at and near Terriote, by departmental agency. Boats for the flying bridge across the Manantoddy river, were purchased. Timber, owing to the want of timely preparations, was so difficult to obtain that the platform for the boats could not be taken in hand at once.

4. Fever soon made its appearance in the country, and reigned with almost unprecedented force from February to July, Overseer Potter at Terriote was laid up with it, and of little use for two months; the contractors and their people, carpenters, maistries, and coolies all suffered severely, many men died, and the works were almost deserted about the close of the last official year. To increase the bad reputation, Terriote and the Terriote road then had, cholera made its appearance, and frightened away the remnant of the people who had remained near the place.

5. All the bridges that had been floated off their piles, when His Excellency the Governor rode over the line last year, had been re-placed by me, and well fastened to the piles before the monsoon; so that on the 30th June, during the height of the first burst, I rode easily over the entire line from Terriote to Luckady. But next day I was debarred from returning by the backwater from

1992-25-Aug-81
1993-26-Sep-81
1905-5-Aug-81
G.O. 2602 of 10th Nov-87

The Hon'ble the Governor

FOR ORDERS.



N^o 2724 W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 3rd Nov-1881.

Read the following:-

Letter from Mrs M. Carter (N^o of 29th September 1881)

Ordered that the
following reply be sent
(N^o N^o 2725 W of 3rd Nov-81)

To
Mrs M. Carter,
Madam,

Your letter of the 29th
September last has been
laid before His Excellency
the Governor in Council
and I am now directed
to furnish you with a
summary of the circumstances